



Phoenix Flyers Newsletter

Volume 1, Issue 3, March 2012

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Aircraft Locations

Chandler

Hangar B-8: N47601
Hangar H-9: N9014P

Deer Valley

Hangar 6-2: N30749
Hangar 7-12: N493JL

Officers

President

Jeff Quackenbush

Vice President

Neil Tracht

Secretary

Dan Streufert

Treasurer

Tom Lessor

Maintenance Officer

Ken Conteen

Operations Officer

Bob Bohacik

Safety Officer

Neil Tracht

Board of Directors

Bob Bohacik

Ken Conteen

Tom Lessor

Jeff Quackenbush

Dan Streufert

Neil Tracht

Engines; what's in a number?

by Bob Ballou

There was plenty of attention given to engines at the annual meeting. The most expensive sub-system on our aircraft is the engine. It is also the most expensive sub-system to maintain. It is imperative for all of us to learn something more about these engines to keep costs down and, most important, keep our safety record up. In the past several years our engines have suffered cracked cylinders and burned valves. The risk of catastrophic results was high and fortunately not the case. It is impossible to say if these were caused by poor operating habits, some other reason or a combination of various factors. Regardless, it is true that we, as operators, can have a positive impact on the sustainability of these engines and hopefully operate them to TBO. The engines in our aircraft are:



Lycoming IO-540-AB1A5

Aircraft	Manufacturer	Model Number	Horsepower
Comanche	Textron Lycoming	IO-540-D	260
Skylane	Textron Lycoming	IO-540-AB1A5	230
Archers	Textron Lycoming	O-360-A4A	180

(Engines—continued on page 2)

14P on the block again

With 14P scheduled for an engine overhaul the second week of April, the board decided at the February meeting to run ads in Trade-A-Plane and ASO (Aircraft Shopper Online) one last time before sending the aircraft to Prescott. Naturally if we sell it we will immediately begin the process of obtaining a replacement aircraft. It would be nice to say there's a consensus regarding what that aircraft would be but as those that attended the annual meeting are aware, discussions regarding a replacement seldom end in a decision. Getting another Comanche doesn't necessarily meet the replacement plan premise of modernizing our fleet.

If we fail to sell the Comanche, we'll overhaul the engine as planned and most likely keep it for three to four more years. The board is looking at some minor improvements while the aircraft is down: replacing the carpeting; repairing or replacing the trim around the cowling. The question of repainting hasn't generated much interest however. We'll keep you posted.

(Engines—continued from page 1)

Model numbers are interesting and although all our engines are Lycoming, the style of model number is applied across all piston engine manufacturers. The prefix “IO” tells us it is fuel injected and oppositely opposed. The prefix may contain any combination of the following:

- ◆ L – Left hand rotation (as in Trans-Pac’s Seminoles)
- ◆ T – Turbocharged
- ◆ V – Vertical Helicopter
- ◆ H – Horizontal Helicopter
- ◆ A – Aerobatic (dry sump)
- ◆ AE – Aerobatic (wet sump)
- ◆ I – Fuel injected
- ◆ G – Geared Nose Section (think Rotax)
- ◆ S – Supercharged
- ◆ O – Opposed cylinder
- ◆ X – X-type engine (don’t ask me, experimental?)
- ◆ R – Radial engine

The number following the prefix is the cubic inch displacement. Take another look at the cubic inch displacement on the Comanche and Skylane. They are the same.

The suffix is somewhat confusing and difficult to decipher. To understand the suffix additional references are needed for decoding. This coded information will tell (with appropriate look-up tables) whether the engine is set up for fixed or constant speed propellers, ignition system and other information. For example, the suffix for IO-540-A1A5 (closest I could find for our Skylane) is “High compression tuned induction, Retard Breaker Magnets, Bendix fuel injector”. Most would simply refer to this engine as an IO-540.

Look for another article about operating in extreme temperature environments and what control, as pilots, we have in maintaining operating temperatures.

Board Meeting

The next board meeting will be held at 7:30 PM on Tuesday, March 27th, 2012 in the Chandler Municipal Airport pilots’ lounge. Members and guests are welcome to attend.

Member Equity

by Tom Lessor; an editorial

The subject of member equity comes up at every annual meeting as we discuss the aircraft replacement plan. Neil includes a “Share Value” when he presents the estimated value of our aircraft assets and he’s always reported a “share surplus”. This only means however that we are all assured of getting our full share value of \$4,250 back if the club is ever dissolved.

Article VI of our *Articles of Incorporation* state “Upon the dissolution of the corporation, the Board of Directors, shall, after paying or making provisions for the payment of all of the liabilities of the corporation, dispose of all of its assets exclusively for the purposes of [charitable organizations]”. In other words, we get what we paid in and the rest goes to charity because only the share value that we’ve actually paid is a liability to the corporation; the club. At least that’s how it was presented to me by a former, and long-time member of the board that also served as the treasurer.

It’s important that the club include funds in the fixed fees and hourly rates to ensure the value of our shares and even account for a “share surplus”. Just don’t expect a profit should the club ever dissolve.

Membership Status

As of March 1, 2012

41 Active Members

- **Anniversaries** -

Bill Greany - 6 years

Jeff Lundberg - 5 years

John Hoefler - 1 year

We bid adieu

Rod Kennan submitted his resignation from the club in March after nearly 10 1/2 years with us. Rod was one of our board-approved instructors providing check-outs at Deer Valley. He hopes to get back to flying soon. Hopefully with us! We wish Rod all the best.